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LB 842

condition and that asphalt isn't very thick in many places. So it just escapes me as to how we can allow our highways to be torn up and then turn right around and say, hey, we have got to have billions of dollars, millions of dollars in order to put them back in shape. End of speech.

SPEAKER MARVEL: Senator Keyes, your light was on. Okay. Senator Nichol, then Senator Kelly. Senator Nichol.

SENATOR NICHOL: Mr. Chairman, members of the Legislature, the only thing that bothers me with this is the weight per axle. As I understand it, the only thing the Department of Roads is interested in is the weight per axle. The reason for this is the weight on bridges over which these trucks will pass. It doesn't matter as long as the weight is distributed over sixty-five feet and, of course, these trucks would be much shorter than that but I do think we should look at that weight per axle, if they are going over the allocated weight per axle.

SPEAKER MARVEL: Senator Kelly.

SENATOR KELLY: Mr. Speaker, members of the Legislature, I would respectfully request....

SPEAKER MARVEL: You are closing, incidentally.

SENATOR KELLY: I am going to close, and those people that were talking on this bill, I request that they listen to the report that I would give in my closing, such as, Senator Kahle, I am reading from a report from the Department of Roads signed by Dave Coolidge that would say, this is in answer to Senator Vickers' request, what about the difference in the two lanes, the lane that is running from the city and the lane that is running back to the city when the trucks are coming back empty. The remaining distress consisted of patching and other sealed cracks the rut depth measurements for the east bound traffic lanes averaged at nineteen hundredths inches while the rut depth for the west bound lane was seventeen hundredths inches. Now that is two one-hundredths inches in a twenty year period. While the roughness is moderate for the project section, the surface condition is considered very poor. Little differentiation in condition could be delineated between east and west bound traffic lanes. Senator Kahle, that says that there is no difference in the wear on that highway whether it is going east or west, loaded or empty. Whereas, the roughness was slightly greater in the west bound lanes, it would happen because of the tendency of